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CENTER LINE

MONTANA'S HIGHWAYS

Published bi-monthly for the employees of
the Montana Highway Commission, state-wide

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Yellowstone Magnificence



The mighty Lower Falls of the Yellowstone River and the Grand Canyon of the Yellowstone never fail to thrill and impress the millions of visitors yearly who come to this unforgettable place. If it were not for highways, this two-million-acre wonderland would be lost to all but a few adventurous souls. This is the Centennial year for the park system, promising, no doubt, that the highways will serve a record number of persons.

Softich holds EEO seminars

The Labor Standards Division of the Montana Department of Labor and Industry conducted an Equal Employment Opportunity Seminar for all individuals involved in heavy and highway construction in Montana April 4 and 5, according to Tony Softich, administrator of the Labor Standards Division. This was the first of four seminars scheduled for the first half of 1972.

Participants in the first seminar included Harold Dorrel, Denver Regional Civil Rights officer for the Federal Highway Administration; Armando CdeBaca, Civil Rights Specialist for the FHWA Denver regional office; Vince Bosh, President Montana AFL-CIO; Reece Hammond, Operating Engineers International representative, Washington, D. C.; and Barney Old Coyote, Professor of Indian Studies at Montana State University in Bozeman.

Other participants were representatives from the seven Montana Indian reservations, all heavy and highway contractors with current projects in Montana and union representatives involved in heavy and highway construction.

Topics discussed at the first seminar featured training programs in accordance with FHWA Interim Order 7-2(2), as well as contractor, union and Indian involvement in Equal Employment Opportunity. The FHWA Interim Order 7-2(2) states

(continued on page 11)

Focus

Tracy Pilurs is an interesting gal as well as a lucid writer for the aviation trade press. In the essay that follows, she expresses her thoughts on making one of her first long cross-country trips by automobile. You see, she's a fly-gal type who up to this point had used the family car to get to the airport and back.

Mrs. Pilurs first caught the flying public's eye when she rolled a home-built biplane—a Smith Miniplane design—out of her garage. In addition to being the mother of four, Mrs. Pilurs had managed to rescue enough time and energy to cut, fit, assemble, weld, cover and spray paint a tiny

winged plane—and further managed to raise the eyebrows of the entire flying fraternity by calling it the *Pretty Purple Puddy Tat!*

Have yourself a trip with girl-type pilot on some of today's modern-designed highways.

by Tracy Pilurs

Ceiling? Could anyone measure it? Visibility? Yuchh! There was a wild storm raging out there. But the really rough part was far south of us and would be long gone by the time we got there.

"We'd have to file if . . ." I said aloud.

The kids paused but only for a second. As soon as my words began to penetrate they shut them off and went on about their own thoughts. They were used to my unintelligible mutterings.

The rain beat down so thick I could barely see the runw . . .

Jim had the first watch as copilot and navigator, and keeper of the food and hot coffee. He shook his pencil in my face to show he was ready. Tom put his complete faith and trust in us and wriggled down in the back seat to go to sleep.

"Clear left," I yelled.

"Clear right," Jim humored me.

I hit the ignition switch and all 165 horses growled and grumbled at being awakened at 5 a.m., thought better of it, and began to murmur and purr.

"A one-sixty-five!" you say. "What the heck kind of engine is that?"

I forgot to mention—we were headed for PHX—Phoenix, that is—from ORD—er, Chicago—in a pretty red Camaro with a purple flower on the side, lovingly named "The Wicked Witch," and I was scared silly.

You see, I had never gone any great distance in a car. Always figured if I survived driving to the airport, why tempt fate?

Just read the newspapers after a holiday, or even before. They have it all there: just how many are going to be clobbered in each city and then a national total. Lordy, if we did things like that in aviation . . . ! Then they have the nerve to say, "Oh, but flying is dangerous."

Believe me, this drive to Phoenix and back took much meditating, much courage before I dared . . .

And I think our earthbound friends are sort of haphazard about planning a driving trip. 'Course, I checked

weather. That's how come I started out in a driving rain (yuk) knowing where the storm center was.

But, "How do you drive to Phoenix?" I'd ask my car-type friends.

"Well, you go out here a ways, and you pick up 66 . . ." and they'd wave their hand and their voice would trail off.

"Can you give me a time enroute? I mean, about how long . . . ?"

Their answers ranged from two to four days. Hmm.

I tried the gas stations around home. The best they could do on a moment's notice was to get us to the Illinois border.

The thing that really got me . . . Well, for years I've been sitting a few thousand feet up in my little pet, looking down on the miles and miles of ribbons of roads cutting through wide open areas with no other sign of man for as far as you can see. And I'd watch the tiny cars moving slowly from nowhere to nowhere and I'd think, "Poor slobs."

Huh. Poor, my prop! We made almost the entire round trip on their four-lane highways, safely divided from oncoming traffic. Beautiful! We approached, went around or through, and beyond great cities with nary a stop light or stop sign. We traveled through mountains, across plateaus and down to the plains on smooth, wide safe highways. You must have to try awfully hard to get hurt on those magnificent roads. Of course, there were the occasional boomers whizzing by. We saw more than one farther down the highway having chats with uniformed state representatives.

On the whole, though, I'd say we had a safe trip. And it got me to thinking. Driving is pleasant, especially in the comfortable cars of today. And, after driving Volkswagens for 14 years, my Wicked Witch made a fresh and startling impression on me. I didn't drive her as much as I guided her.

Evidently many people like to drive places. They can certainly carry much more luggage, children, etc., at less expense. They have a car at their destination. They can pretty much get up and go when they darn well feel like it. And we, us pilots, should do everything possible to encourage them. Help them to finish their four-lane, divided highways. Send them on their safe and merry way.

CENTER LINE MONTANA DEPARTMENT OF HIGHWAYS

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Newsletter published by the information unit of the Montana Department of Highways, Helena, Montana, 59601. Designed for highway personnel as a state-wide medium of information. All material in this publication may be reprinted without special permission.

Division Correspondents

Billings	James Young
Bozeman	Barbara McGuire
Butte	Judy Strom
Glendive	Nancy Siegle
Great Falls	Ciel Tinelli
Havre	Edna Hess
Helena	Bev Gibson
Kalispell	Bob Finley
Lewistown	Bea Knerr
Miles City	Jean Sweeney
Missoula	Clara Neely
Wolf Point	Ollie Hauge

News items of interest to Highway Department employees are invited. They should be given to the correspondents listed above.

"Surface transportation," Wally Schirra says. "Who needs it?"

I'll answer him "We all do," and I'll add, "—especially us little guys in aviation who are being hemmed in on all sides with black and blue and magenta barriers all over the charts."

Darn, it's too simple. More divided highways, fast and safe. Railroads, too. High speed, elevated or underground, for short hauls. Listen. Once I flew airlines ICT-ORD in one hour, 15 minutes, then sat in the penalty box at O'Hare for—one hour, 15 minutes. Add to that the time to and from the airport . . . Then consider a high-speed train from downtown to downtown . . . Airlines for long hauls, commuter lines where needed. More corporation airplanes moving directly to their needs.

And we clear out the skies for ourselves.

Selfish? Yeah, I suppose so. But not without a lot of good for the other guy. Why fill the airways with half empty planes; jam big airports with people miles and hours from where they really want to be—in the city. It seems as though properly planned surface transportation would disperse the traveler in a manner more fitting to his individual purpose.

I'm not going to be so patronizing to my earthbound friends anymore. They've got a pretty good deal going for them. Makes me wonder if those terrifying statistics aren't more for local driving.

It took us 2½ days to reach PHX; four to get home. Yup. Weather. We'd taken a short cut through Kansas to say "Hi" to an old friend and ran into a blizzard of freezing rain. But, normally our ground speed held around 70 mph and we burned about 5½ gph.

I'd do it again, by golly. Besides being comfortable and a lot safer than I'd expected, it was fun. But I'm still wary of that drive to the airport!

Reprinted with permission of PRIVATE PILOT, April, 1972.

The man rushed excitedly into the smoking car of the train. "A lady has fainted in the next car! Has anybody got any whisky?" he asked.

Instantly a half-dozen pints and half-pints were thrust out to him. Taking the nearest one, he turned the bottle up and took a big drink, then, handing the bottle back, said, "Thank you. It always did make me feel sick to see a lady faint."

LULU Award



Josephine Brooker, Helena, assistant state advertising manager, receives a golden LULU award for excellence in advertising from radio-TV star Betty White during the recent 26th annual Achievement Awards presentation of the Los Angeles Advertising Women's Club. The competition was open to advertising women of the 24 western states, Hawaii, Alaska and Canada. Miss Brooker won her award for the Montana Vacation Booklet which she entered in the copywriting category. She is a two-time winner of the coveted LULU: She received the award previously as advertising and sales promotion manager of Buttrey Associates in Great Falls for a fashion show which she produced and staged.

Spring Brings Changes In Personnel Assignments

Promotions, reassignments and retirements again headline highway personnel news.

In the Missoula division, John Van Vyne, chief-field maintenance bureau, has been reassigned to Helena headquarters as special assignments engineer attached to the maintenance division, in charge of writing the new maintenance manual.

William Blake, formerly chief-field maintenance bureau in Wolf Point division, was moved to the Missoula opening. His successor is Dean Borgen, former manager-field project unit in Glendive division.

Neil Sullivan, manager secondary-urban unit, Helena, retired June 10 and has relocated in Wise River. His replacement is C. J. "Sonny" Farry, formerly a designer 2 in Havre division.

Harold E. "Gene" Hoffman, former utility auditor in accounting, was named manager of internal review,

succeeding L. B. Clift, who was transferred to accounting as supervisor-inventory control section. Clift's goal is to get every area to use the same terminology in describing property, and putting all items of inventory and property on the computer on a statewide, uniform basis.

George Allison, former accountant 3 in budget section, was named office manager in the construction bureau, to replace Harold Treadway, who retired.

Gregory E. Jackson, designer 3 in traffic, was promoted to assistant traffic engineer, replacing Leon Schneider who resigned to take a position with the Highway Safety Director.

Recent retirees included John McCarthy, designer 3 in west region, Tom Tobin, accountant 4 in accounting, and Larry Graham, clerk 5 in accounting.

Nepalese visitor Studies methods In Montana

Yagya Deo Bhatt is a long way from home when one considers that home is Kathmandu, principal city and capital of Nepal—a landlocked country about the size of Iowa, lying between the Republics of India and Tibet (China.) The 29-year-old Bhatt is here as a U. N. Fellow, concentrating on getting a focused experience in highway design, construction and maintenance.

The schedule he observes is, and has been, a busy one. He left Nepal on April 9th, arrived in New York April 11th and Washington, D. C. on the 13th. Since then, he has put in a two-month stint with the highway department of Colorado; and is presently with our Department of Highways in Helena. He has yet to work with the road departments in Idaho and Oregon, spending approximately two months in each. He will return to Nepal the second week of December.

Under the guidance of our people in Helena, Bhatt has visited the Boulder Hill construction projects, made a trip to Lookout Pass and returned by way of Frenchtown. From July 5th through August 18th, Bhatt will have had exposure to our techniques in road and bridge design, surfacing design; our practices in photogrammetry, and our material and construction activities.

Yagya Deo Bhatt is a graduate Civil Engineer (1964), with an undeniable pride in his school: the University of Roorkee, India, near Delhi. He considers this school the best there is in India and one of the best in Asia for civil engineering. Since graduation, he has worked for his government's highway projects in Nepal.

Bhatt said that there are about 1,500 miles of bituminous-surfaced roads in his country, in addition to other gravel surfaced roads; and two small railroads some 63 miles in total length. Autos, trucks and buses are found mostly in the cities, and outside cities where road facilities exist. Road building is now going on actively, he added, hence the desire to study the methods used in other mountainous countries.

Bhatt has enjoyed many comments about his precise use of the English language. This he explained rather



simply is because he began studying English during the fifth grade in school. In addition to the fluent management of our language, he speaks Nepali and Hindi.

His family in Nepal consists of father, mother, 3 brothers, and 4 sisters—all but one married—his wife, a 3-year-old daughter, and a 4-month-old son.

As to recreational activities, Bhatt admits a fondness for volleyball, football, badminton and swimming (he's just learning to swim.)

He pointed out that Nepal has two great distinctions: it contains Mt. Everest, 29,028 feet high, the tallest measured mountain in the world; and it produces some of the toughest fighting men in the world—the Gurkhas.

ELEVENTH ANNUAL HIGHWAY BOWLING TOURNAMENT

MEN'S DIVISION

MEN'S TEAM EVENT (47)

1. Bozeman #1 (Bozeman) 3065
2. Charlie Brown (Billings) 3047
3. North Side Steam Bath (Great Falls) 3015

MEN'S SINGLES (216)

1. Ron Briggeman (Helena) 727
2. George Flaherty (Helena) 707
3. Rick Fransen (Great Falls) 683

MEN'S DOUBLES (108)

1. Hembree—Walstrom (Bozeman) 1318
2. Franklin—Cloninger (Great Falls) 1278
3. Kolka—Rehn (Miles City) 1266

MEN'S ALL EVENTS (211)

1. Gary Franklin (Great Falls) 2005
2. Dick Walstrom (Bozeman) 1987
3. Ron Briggeman (Helena) 1970

IT HAPPENED IN BILLINGS APRIL 29 & 30, 1972

WOMEN'S DIVISION

WOMEN'S TEAM EVENT (18)

1. Gutter Gals (Big Timber) 3081
2. Electrics (Great Falls) 2924
3. Highway Bells (Lewistown) 2864

WOMEN'S SINGLES (72)

1. Carol Marshall (Billings) 678
2. Carol Heath (Big Timber) 660
3. Joy Lyman (Helena) 634

WOMEN'S DOUBLES (36)

1. H. Dolan—B. Gagner (Shelby) 1264
2. C. Seiler—E. Garland (Miles City) 1228
3. J. Lyman—G. Simpson (Helena) 1212

WOMEN'S ALL EVENTS (64)

1. Carol Heath (Big Timber) 1976
2. Bev Gagner (Shelby) 1966
3. Carol Marshall (Billings) 1879

WITH THE DIVISIONS

Helena—Hdq.

—Bev Gibson—

We present here the "before" and "after" photos of four of our stalwart fellows from Helena headquarters:



left to right—Jack Benson, road design; Tony Cumming, secondary roads; Ray Williams, road design; and Bob Samson, public hearings.



They report their new wigs are a mite warm for summer. Personnel on the upper floors were first astonished, then admiring of the "new looks."

A bunch of the familiar faces were in the hospital at one time or another over the past month or two, including Roy Broughton, personnel; Howard Buswell, administrator, centralized services; Bill White, blueprint room; Andy Sangray, photo lab; Margaret Ward, maintenance; Flora Clark, right of way; and Arlene Carlson, legal.

Jeanine Mareure, budget section, and Thomas McCarthy were married June 10 in Frenchtown. Tom is the son of John McCarthy, recently retired from the highway department.

Pat Bratlien, personnel office, married Patrik Zanto on June 10th and the couple will continue to live in Helena, where he is an apprentice carpenter.

The son of Julio Morales, legal section, was admitted to the Montana bar June 12th. Julio, Jr. was presented by his father-in-law, Edward

Dussault of Missoula. The Morales' held an open house that evening in honor of the occasion.

Riek Davenport, a member of the Governor's Council on Children and Youth, was chosen in April to attend the National Council on Children and Youth in Denver. Riek, the son of Lois Davenport, secretary to the Director, is a senior at Helena High School. He was one of four people from Montana to attend the national meeting, and one of the few youths selected as a national delegate.

The Advertising unit showed their new film "Escape to Glacier" to highway and other state employees June 7-8 in the auditorium. Projectionists were Emory Reuterdaahl, right of way; Mike Stowe, bridge; and Garry Wunderwald, advertising. The 28-minute color movie was narrated by Chet Huntley and featured Glacier Park.

On June 17th Jerry Rummel, son of Andy Rummel, detailer in traffic, won the 1972 Montana Soap Box Derby held in Great Falls. Jerry will now represent Montana in Akron, Ohio on August 21-26 in the National Soap Box Derby, where he will compete against 260 other boys from the U. S., Canada, and some foreign countries.

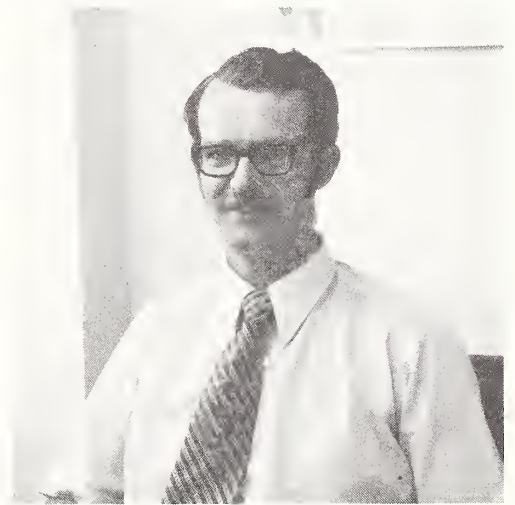
Jerry won a \$500 U. S. Savings Bond and a paid trip to Akron, plus three beautiful trophies.

Jerry's dad, Andy won the title in



1936 and represented Montana at Akron.

Greg Jackson, assistant traffic engineer, has an interesting second profession . . . that of racehorse trainer and stable owner. The Jackson Stables is a partnership deal, but Greg is the one who rises at 5:30 a.m. every day to oversee the feeding, grooming and exercising of his thoroughbreds at the fairgrounds. He has five horses that are racing at present, including "Golden Trust," who has won four races in the last two years. The stables claims more than 10 first place wins in races in Canada, Spokane and Montana.



Greg and his partners (father, brother, and others) own at least 18 thoroughbreds, including colts, brood mares and stud, most of which are pastured north of Havre. The group got into business about five years ago by buying the stud and claiming a mare at Spokane.

The horses are exercised and raced by local jockeys under Greg's watchful supervision.

Answers to quiz on page 12

51. b 52. a 53. c 54. e 55. a 56. c 57. b
58. b 59. b 60. c 61. a 62. c 63. a 64. c
65. b 66. c 67. a 68. b 69. b 70. b 71. a
72. c 73. b 74. a 75. a 76. c 77. c 78. e
79. b 80. b 81. b 82. b 83. b 84. a 85. c
86. c 87. a 88. c 89. a 90. a 91. b 92. b
93. c 94. a 95. c 96. b 97. e 98. c 99. b
100. a

Score: 45-50 Excellent
44-37 Good
36-30 Average
29-25 Fair
24- 0 Tourist

WITH THE DIVISIONS

Glendive

Nancy Siegle

This Centerline is a first for me so bear with. There are so many people working here it will certainly take awhile to get into the groove of it all to find out who's who and what's what.

Joe Undem, shop foreman, retired as of April 14 after quite a long illness. Gil Paulson, working shop foreman, has been filling in for Joe and has done a good job of it, too.

Jack Riley, chief-field maintenance bureau, has shed his cast and crutches and now walks alone after breaking his foot in February.

Richard Casey and Rusty Wrigg, both instrumentmen, were presented with their 25 and 15 year pins respectively. Ed Jonutis, division materials bureau received a sapphire lapel pin and certificate for 25 years service. Also receiving pins were Ray Evinrude, mechanic, for 20 years service and Dewey Brayton, mechanic, for 25 years service.

Dawson County Junior College here in Glendive has been sending a girl down to observe the goings on at the Department of Highways. She has come four afternoons. Three of these she was here in communications and she spent one afternoon with Betty Henke, R/W secretary. JoAnn tried her hand at the teletype the first afternoon and was frightened off, when she was typing from a magazine article, several of the divisions broke in to ask her if she was trying to reach them. Seems the netting hadn't been broken after the last person typed.

Roger Szudera, R/W, has started construction of a new home in Glendive.

Glen Bolinger, truck driver, has been transferred from the Great Falls division to our Timber Creek section. Glad to have you aboard, Glen.

Erma Steffen, clerk II, attended a wedding April 21. Her son, Jim, was married to Terry Oreutt of Glendive. Jim and Terry are attending Dawson College and plan to transfer to Montana State University in Bozeman this fall where Jim will continue work for his C.P.A. degree.

Three temporary construction em-

ployees were hired recently. They are Mark Erickson, Wayne Beddow and Lynn Bice. Both Wayne and Lynn are former highway employees but this is a first for Mark. Maintenance also got a new face. He is Victor LaPine and is watching over the Flowing-Wells section.

Dean Borgen has been transferred to Wolf Point where he now holds the position of chief-field maintenance bureau.

Lewistown

Bea Knerr

The gang at Lewistown wish to compliment maintenance personnel in the Stanford area for their untiring effort to keep the litter cleaned up. The schools in the Hobson, Windham and Stanford areas held "BPB" days (borrow pit beautification). They picked up litter from the beginning to the end of Judith Basin County. How beautiful these borrow pits are. Congratulations kids, teachers and especially to the maintenance personnel in the area. A job well done.

Leona Spring was chosen secretary of the year by the local Soroptimist Club during National Secretary Week. Leona is the wife of "Doc" Spring, maintenance foreman in the Lewistown division.

Again the State Highway 11th annual Bowling Tournament was a huge success. Many Lewistown bowlers and friends attended and brought home some of that fabulous prize money. All reported a wonderful time.

Neta A. Beck (Annie) as she is called by most who know her, has joined our office force to give us a hand during the summer months. Welcome to our "Gang", Annie. Annie lives at home with her parents on a ranch south of Lewistown. She likes to ride horses in her spare time.

A 7 lb. 1 oz. baby boy was born to Mr. and Mrs. Dale Butterfield on May 10. Dale is the son of Mr. and Mrs. Don Butterfield. Grandpa Don is stockman in our division. The new one joins a 3-year-old brother, D. J.

Bill Stanton, son of Archie and Helen Stanton, had the misfortune of a jeep accident. He came out with multiple fractures of both legs and arms and will be in the hospital for several months. He feels he is mighty

lucky to be alive. We all wish him a speedy recovery.

Don and Mildred Butterfield are among the lucky people to have access to a beautiful cabin in the Judith Mountains. They and their friends and family spend many enjoyable hours just relaxing there.

Frank Stolle, mechanic in the Lewistown division spent two weeks in Rochester for exploratory surgery. We wish Frank a speedy recovery.

Bea Knerr, former radio-teletype operator, now receptionist for the Lewistown division was elected Director to the Montana Women's Bowling Association in district #5. The Women's State Tournament site for 1973 is Lewistown—make early plans, girls.

Bea Knerr and her hubby, Vern, celebrated their 40th wedding anniversary on May 6, with their three children and their families joining in.

A group of Local 1073 Union members, retired members, and their spouses and friends met in the Moose Club basement for what was called "Pioneer Night." After a brief business meeting, President Frank Stolle showed pictures of retirement parties, hunting trips, mountain scenery, Mr. Lempke's steam engines, threshing machines, etc. and old mining towns and sites in the Landusky area, and the slide area on U.S. 191 North of Mobridge. All were very impressed with the "movie" and hope we can have another soon. A dutch lunch was served by secretary Bea Knerr.

William T. Murphy and his wife, Florence, spent three weeks vacationing in various parts of Missouri, visiting their daughter, Billie, and husband.

Mr. and Mrs. Milo Lahn are back from Arizona and report weather there was fabulous all "winter" and it showed, as they both were wearing beautiful suntans. Welcome back to Montana where we have any kind of weather you want—just wait long enough and you get most any kind you want.

Butte

Judy Strom

Service pins and certificates were recently received by five members of

WITH THE DIVISIONS

the maintenance division in Butte. These were received by: John O'Neill, 30 years; Ellis W. Kelley, 20 years; Bernard Miller, 15 years; August J. Schreiber, 10 years; and Judy Combo Strom, 5 years. We congratulate all of you for your loyal service to the Department.

The sun wasn't the only thing shining in the Butte office on the morning of May 1. Joan Sullivan showed up to work with a sparkling diamond ring on the third finger of her left hand. (Beautiful, one might add.) She is engaged to John P. Powers and says the date is not set yet but hopes it to be in the NEAR future.

Jim Jacobs of Twin Bridges reports that his son is recovering very nicely after having been involved in a car accident in April. He suffered a broken leg and jaw. We are glad to hear he is better and hope he will soon be back to normal. Tell him hello from all of us, Jim.

Irene Hughes, daughter of Mary Hughes of the Butte office was awarded the Annual Margaret Brown award upon her graduation from Carroll College on May 7. Mary reports that she will be teaching the fourth grade at a school in Sheridan, Wyoming, next year. Congratulations to you Irene, you have made your mother very proud of you.

A **promise ring** is in store for our own Karen Markovich of the Butte office. She will celebrate her 20th birthday on June 3rd, and hopes to receive a ring from her fella Larry Briney. Talk has it that she will get what she has been waiting for.

With Mother's Day just around the corner we have a very generous husband among our group. Jack Colvin plans to buy his wife a **golf cart** for Mother's Day. We know she will enjoy it Jack, as every woman who does **not** play golf just loves to receive golf carts. We hope you enjoy her Mother's day gift for her.

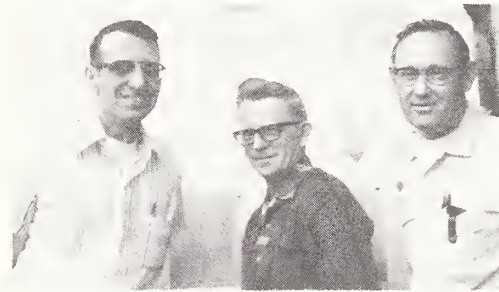
We are proud to let everyone know that for our first year of bowling, the Butte Women's Bowling Team placed tenth for the season. Even though we were only two places from the bottom we feel as though we did pretty good. Next year we hope to do even better. Among members of the team were Judy Strom, Karen Markovich, and Sharon Muleahy.

Two members do not work for the Highway but their names are Arlene Carver and Mary Anne Choquette.

Bozeman

Barbara McGuire

Here is our illustrious group located in the engineering office of the Bozeman division. Ed Reiser is our office engineer, and he and his wife, Freda, who is a nurse, have four children. Ed is only home one night a week, if he's lucky, because he is busy with his many activities including assistant scoutmaster of the Boy Scouts, president of our local union, Knights of Columbus along with a little hunting and fishing. Erwin



Elgen is an instrumentman doing utility work, and he and his wife, Margaret, who is a first grade teacher, spend their time fishing, traveling and working on their new house and yard. Cliff Farrington, rodman, and his wife, Nadine, are California transplants after meeting some people from Bozeman. Cliff is busy with hunting, fishing, skiing, fly tying and is cubmaster of the Boy Scouts. He is now busy with plans to expand his house to take care of all his friends from California who are coming for a visit this summer.

The Bozeman division came in with flying colors at the annual highway bowling tournament in Billings this year. Winners in our division came home with 26% of the money and they are: Men's Team, 1st place, Dick Walstrom, Bill Ford, Dallas Thompson, Swede Jensen, Guy Hembree; Women's Team, 1st place, Cleo Shuyler, Debbie Adams, Carol Heath, Joyce Wilson, Jan Counter; Men's Singles, 5th place, Dick Walstrom; 7th place, Clive Talkington; 18th place Bill Ford; 19th place, Guy Hembree; Men's Doubles, 1st place, Guy Hembree and Dick Walstrom; 11th place, John Maykuth and Louis Maack; Men's All Events, 2nd place,

Dick Walstrom, 5th place, Guy Hembree; 7th place Bill Ford; Women's Singles, 2nd place, Carol Heath; 8th place, Lucy Anderson; 9th place, Ethel Ford; Women's Doubles, 5th place, Carol Heath and Cleo Shuyler; Women's All Events, 1st place, Carol Heath. Needless to say, our group did a fine job besides having a real good time.

A retirement party honoring Kenneth Jones was held at the Beaumont Downs in Belgrade on April 22 with a very large group in attendance. Dick Miller presented Kenneth with a gift certificate and a miniature hot plant built by our own Les Engen. A fun time was had by all.

The Jim Micklewright's of West Yellowstone are the parents of a baby girl born April 27. Bill Bailey became a grandfather again when little Michelle Marie Seyl was born in Bozeman.

Dan Urbach has transferred from maintenance in the shop back to engineering as division office engineer II. Lanny Armstrong has transferred to Larry Williams' crew in Bozeman from the Helena office.

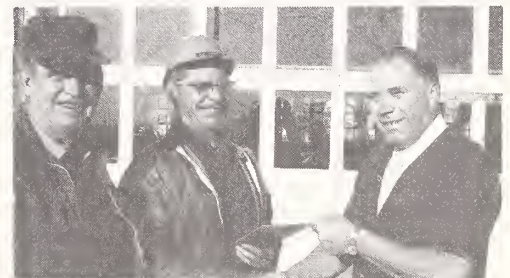
Dick Miller presented Jim Townsend with his 10 year service pin recently.

Del Schmitt has been employed to work in the shop.

Wolf Point

Ollie Hauge

George Shumway, supervisor-field maintenance section, was awarded his pin for 30 years of service with the Department. Presenting the pin is Dean V. Borgen, chief-field maintenance bureau. Francis Delaney, maintenance foreman is on hand to offer

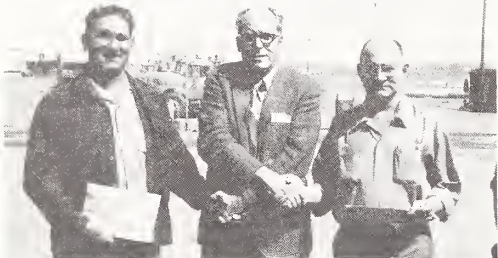


his congratulations. George began work in the Wolf Point division in 1941 as a laborer and worked his way up to Section in 1967. Our heartiest congratulations to George.

W. A. Blake, chief-field mainten-

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ance bureau, is congratulating Charles Owen, supervisor-field maintenance section, from Flaxville and "Snorky" Diesen, stockman, upon receiving their awards for 25 years of service with the Department. "Snorky" is shaking Bill's right



hand while Chuck keeps Bill's left hand busy. We double our congratulations.

Mike Carter, supervisor-field maintenance section, Glasgow, is waiting to congratulate J. C. Clemmer, maintenanceman II, Glasgow, as Bill Blake



presents Jay with an award for 15 years of service. Congratulations, Jay.

John Colgan, maintenance forman for the western portion of the Wolf Point division, is shown presenting Orval O. Oliver, supervisor-field



maintenance section at Saco with an award for 15 years of service. Orval has spent seven of these years as supervisor on the Saco section. Congratulations, Orval.

"Snorky" Diesen has returned to work and is working half days for the present. He hopes to be able to be back on full days in the near future.

A "farewell" coffee party was held in the Wolf Point division shop on April 26 in honor of W. A. Blake

who is transferring to Missoula. Our best wishes go to Mr. and Mrs. Blake in their new home. Dean Borgen of Glendive will replace Mr. Blake as chief-field maintenance bureau. The Borgen family will be moving to Wolf Point as soon as Dean can find a place to live. Welcome to the division, Dean, and we wish you well in your new job.

It seems as though farewells are a disease around the Wolf Point office lately—Diana Henning has resigned effective April 28 to enter into the state of matrimony. We wish her many years of wedded bliss. Betty Stone, who has been working on a temporary basis, will replace Diana.

Mitchel Dereschuk at Wolf Point and Ken Hoversland at Glasgow have joined the maintenance forces on a temporary basis. Harvey Fladland and Murry Matthews have joined George Nelson's crew at Malta for the summer months.

Miles City

—Jean Sweeney—

Certificates of Completion were given out recently to sixteen Montana Department of Highways construction Employees who successfully completed the 12½ week course in advanced engineering. This course was held at the Miles City Community College two evenings a week and was taught by Arthur D. (Andy) Anderson, division office engineer I in the Miles City division office.

The following personnel received their certificates: Eugene Bankey, instrumentman; G. L. Engstrom, Jr., engineer-in-training; Archie G. LaRoque, instrumentman; Richard G. Mitchell, engineering aide II; Kenneth H. Neumiller, rodman; Patrick Rogers, engineering aide II; Steve D. Stephenson, instrumentman; Robert H. Stevenson, engineering aide II; Jerry Branum, bridge inspector; Murr S. Isaacs, engineering aide II; Robert L. Meidinger, engineering aide II; Robert A. Morgan, engineering aide II; William J. Popp, engineering aide II; Michael Ross, rodman; Donald L. Stewart, instrumentman; Harold T. Tait, engineering aide II.

Each participant received a letter of commendation from Kenneth G.

Rapp, P.E., supervisor-division construction section.

Jay George, supervisor-field maintenance section, recently underwent surgery in a Billings hospital and has returned to work in the Miles City division after an absence of about five weeks.

Murr and Mary Isaacs became parents for the first time with the birth of their baby boy who has been named William Joseph and he arrived May 13th in a Miles City Hospital. Murr is an engineering aide II with Ray Garland's crew at Forsyth.

Guy E. Gibson, maintenanceman III, and his wife, Barbara, celebrated their 25th wedding anniversary Sunday, May 7, at an open house held at their home in Miles City. They were married 25 years ago at the same location where they are now living. The Gibsons have three children, two boys and a girl.

Bob and Rosie Lamb attended the wedding of their daughter, Nancy Marlene, to Richard Douglas Pierce in Reno, Nevada, March 25. Nancy is a graduate of Custer County High School in Miles City and holds a bachelor of science degree in home economics from Montana State University at Bozeman. In addition, she is completing her Master of Science degree in home economics education at the University of Nevada. Until June, 1971, the new Mrs. Pierce was home economist for the Reno Extension Service. The groom is attending the University of Nevada majoring in Police Science, and is president of the chapter of Lambda Alpha Epsilon, professional criminal justice fraternity. A reception was held in Reno following the wedding and then a wedding trip was taken to Miles City where the family of the bride hosted another reception. Bob Lamb is maintenance foreman in the Miles City division.

A baby boy, their first child, was born to Cheryl and Pat Rodgers in a Miles City hospital March 26. He has been named Todd Michael. Pat is an engineering aide II with Del Borer's crew headquartered in Miles City.

"It's funny a woman who can spot a blonde hair on your coat at ten paces can't see a pair of garage doors."

WITH THE DIVISIONS

Kalispell

—Bob Finley—

"Spring and a young man's fancy lightly turns"—this ancient adage was very aptly said in regard to our own Pete Spurzem who greeted the advent of the spring equinox by visiting the local hair stylist. The resulting coiffure was most stunning but I sadly fear that Pete will resort back to the greasy kid stuff.

Spring is also the season for new life and congratulations are in order for Bob and Elizabeth Nau on the adoption of a cute little daughter, aptly named Angel Louise. Larry Johnson is also practicing Brahm's famous tune for the new daughter that his wife, Sue, presented to him.

Meanwhile back at the ranch, the annual branding of calves, along with the necessary shots and alterations have been taking place at the ranches of Ted Sokalowski, Pete Vaughan and several others among the Kalispell crew who furnish us with the yummy beef that keeps raising a slight bit faster than the cost of living increases. Ted added a new feature to his round-up this year by bare back riding one of the irate cows. However, a choice feed was in order for the branding crew at the close of the festivities.

The bursting of the flowers also brought out the little leaguers and Babe Ruth's. Coaching the newcomers to the baseball world are Howard Stockwell and Don Loveless while Arnie Mohl is giving good and wholesome advice to the Babe Ruth kids.

August Strobbe and wife, Jeanette, left for the Lone Star state as union delegate on May 29.

Glad to hear that Faye Clothier, wife of sectionman Kenneth Clothier, is back after undergoing surgery at Mayo Clinic. Richard Furman Gove and his wife, Shirley, were victims of an auto accident that put a few lines on Dick's dome, after he went part way through the windshield.

Had a real nice visit with our former division engineer, Bill Purvis, and his wife, Cay. Bill looks the same with a slight gain of weight after he gave up lady nicotine, but he still has the sonorous voice and sure is grand to hear him on the Irish ballads. Tried to talk him into returning

to Montana but he is working for the city of Las Vegas now.

Le beau petite femme, Mary Ellen Connelly and husband have recently moved into their new home and are engaged in decorating and sprucing up the grounds.

Our ranks were enlarged by the addition in maintenance of Carl Thomas with the striping crew and in construction by the addition of Tom Myhre, Jim Haupt, Jim Collins, Gary Berg and Kenny Ellis.

In the travels about the division, ran into Jack Decker from the Nyack section and how strange it is that he spent six months plowing the white stuff and happy to see it go while his brother Dob in the mechanics department is traveling many miles to keep his snow cat going, so guess you can't win 'em all.

Also met Martha Hendrickson, wife of one of the maintenancemen from Crystal Creek and thought it rather interesting that they live at Raven Ranger Station and she works at Canoe Gulch. I thought the combination of names a bit colorful—this beats any off color items that might be slipped in.

Our thumb nail biography this time is about Willard "The Spook" Stockwell. I don't think that he needs too much of an introduction as he is well known throughout the Department.



A few facts that perhaps you are unaware of will be put forth. Willard was born right here in Kalispell one year short of a half century ago. He received his education in the local school system and shortly after this he entered the armed forces in 1942. He served in Germany during World War II and met his future wife, Giesela, in the northern part of Germany. Upon his return and discharge, Willard flew back and gathered her up via the marriage route and returned to Kalispell. They have one son,

Frank. Between the time of his discharge and prior to his returning for his wife, Willard became a member of the highway crew. One can hardly call Willard's hobbies by that name, they are practically his whole life. He has probably burned more cordite and reloaded more rounds than I care to enumerate. His love of firearms and shooting lead naturally to his involvement with hunter safety and he recently received his silver certificate for having graduated 250 students. His droll manner of saying things is often cause for a chuckle and I will be honest in saying that I have borrowed many of them myself. I know that having been associated with him has enriched my life and I am sure those who know him agree that he is a great guy and wonderful friend. Now to steal one of his phrases again, it is time to wet down the fire and whistle up the dogs and close this out.

Missoula

—Clara Neely—

A large crowd gathered in the local American Legion Hall on May 5th to bid John and Harriet Van Vyne "adieu." There was wining, dining, dancing, and a gift presentation. Newcomers to the Missoula division, Bill and Ellen Blake, were on hand for the festivities, and we had the opportunity, at this time, to renew acquaintances with Dick and Donna Wegner.

Marshall Kline, engineering aide II, and Tom Williams, R/W agent II, have both resigned. Tom has accepted employment with the Montana Power Company. Marshall's plans were indefinite.

The advanced engineering course conducted by Carl Swanson, engineer-in-training, at St. Regis was successfully completed by Dan L. Gibson, Harold J. Baker, Robert P. Lund, and Ernie Lucero.

Best wishes are in order for Karen Edinger Albert, who was married on April 14th. Karen is a clerk-typist II in the Missoula office.

Don Fallang and crew have received a permanent assignment to the Butte division.

Norman Larsen, Daniel Jacques, and Roy Martinsen have been re-employed and Kenneth McLaughlin

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has been employed for this construction season.

Julius Konkell and Elmer Poitras have both had to resign from maintenance because of ill health.

The weather pattern indicates that there is some sort of feud between the weather bureau and the contractors. We had quite a few warm, sunny days; then, when the plant-mix operations were being resumed on various projects, the rainy season started. We're looking for better cooperation in the next few weeks.

Havre

—Edna Hess—

We were saddened recently on the death of R. C. "Doc" Timmons, father of J. W. Timmons, chief-field maintenance bureau, Havre. He had served as sheriff of Hill County for 44 years, one of the longest terms ever held in this post. He was also a veterinarian and had doctored many a child's pet back to health.

Office Engineer L. Dean Nelson, underwent surgery May 2nd and is recuperating at his home. His doc says he will probably be back to work about June 5th.

Bill Kaufman, who served as maintenanceman II, has been promoted to the vacancy of maintenance foreman, filling the post held previously by Anton Peterson, who was forced to retire due to ill health.

Cal Blatter, maintenanceman V, who has worked as a mechanic in the Shelby shop, has undergone back surgery in Great Falls and will be disabled for quite some time. We hope he has a complete and speedy recovery.

Paul Green, maintenanceman II, who has been stationed at Big Sandy is moving to Havre to fill the vacancy created by the release of Perry Neiss, and Donald G. Robertson has been hired to fill the vacancy in Big Sandy as a result of Paul Green's move. Herb Middleworth has been hired as a permanent employee in the Shelby section.

A seven pound boy was born to Mr. and Mrs. John Wagner on April 6th. John is maintenanceman I and works in the Havre shop.

Jake Liebelt, office engineer I, and his wife attended the bowling tourna-

ment in Billings. They were the only two attending from the Havre area; however, we understand that two men's teams and one women's team were entered from the Shelby area but their names are not available to us at this time.

Great Falls

—Ciel Tinelli—

We are very saddened by the death of our beloved Pete Hilt, former employee who was with the department for over 40 years. He was stricken at home after having been in the hospital for one week. He will be greatly missed by all of us, as his kind just comes by once in awhile.

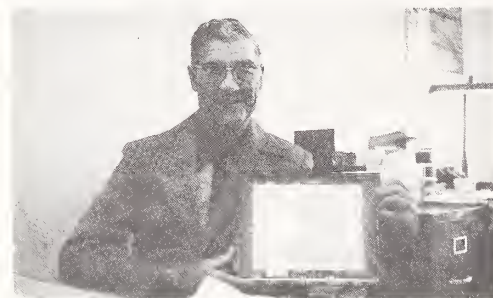
On our sick list since the last edition, we had Stan Poor and Jim Ellis in the hospital, both out now and we hope none the worse for wear. Virginia "Ginny" Dunn from our office force has retired the first of April due to ill health. We hope a lot of rest and sunshine will mend her back as fit as a fiddle. Melvin Willey has left us too, he recently received his flight instructor wings and will teach for the Holman Aviation Company. Dorrance Lee "Skees" Birkenbuel, also called it quits after 21 years with the department, he is having several apartments built and just plans on being a landlord. Our sympathy is extended to Don Cooper whose mother recently passed away in California.

Now for the brighter side of life—congratulations are in order for Charlie Hawn and his wife on the birth of their new baby boy, Scott Charles.

Irvin Nottingham retired the 28th of April as maintenanceman II at



Fort Benton. Cake and coffee were served in the highway conference room and a gift was presented to him by all his friends. Bud McGiffin dropped into the office the other day to pick up his 40 year pin and he was surprised with cake and coffee and the hand-shakes of many of his old cronies.



Rex Chamberlain, instrumentman, is back with us after an absence of about eleven months. He spent that time working at the C. M. Russell Art Gallery hobnobbing with all of our famous Montana artists, and in case you haven't heard, Rex is awfully dog-gone good with the brush and paints himself.

Barb and Dale Moore were surprised with a 25 year wedding reception, held at Borries in Black Eagle with about thirty people attending. The first 25 years are the hardest, Dale so we think you have it made.

Were the late Flo Zigfield alive today he would surely have signed Glen Enderson for his famous follies. Glen performed a chorus fling on the stage of the Belt High School and the gams he displayed left many mini-skirted gals envious. The teachers of Belt put on this Gay Nineties play to raise monies for scholarships for second year students going into the teaching profession.

Charley King is on vacation to Arizona and Missouri.

With the help of some of his buddies, Marlin Brackney planted about
(continued on page 12)

Billings

—James Young—

The largest section of Interstate highway let to date by the Department of Highways is expected to be opened to the traveling public early in July of this year. The Interstate project is 12.671 miles long and includes nine structures and frontage roads. Schultz and Lindsay Construction Company have the prime contract, and Mike Zahn, manager-field project unit II, is the engineer in charge.

Work on rest areas under Ken Bowersox, manager-field project unit II, is progressing well. The Park City west rest area will be completed about July 15, 1972, to tie into the com-

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pletion of the Columbus East and West Interstate section. The Big Horn County Line East and West rest area will be completed by September this year. Strandberg Construction Company is contractor for both rest areas.

Ray Schaak and crew stationed in Decker, Montana, report satisfactory progress on the seven mile project in southeastern Montana. The much needed project begins at Decker, and bypasses the new coal fields in that area, and will terminate at the Birney Road Intersection. The project is under contract with Peter Kiewit & Sons Company. Ray Schaak was recently presented his fifteen-year-service pin.

F. L. Flynn Company will soon have the 296-foot long Yellowstone River bridge open to the public. Ken Hartman, manager field project unit II, is the engineer in charge.

Robert Hough and crew returned from staking on the Boulder Hill South section of Interstate 15. Bob worked with Jim Trankel, manager-field project unit II, in April of this year.

Walt Reichenberg and crew have almost finished location on a 5 mile project between Myers and Custer. Robert Ewing has two survey crews on location between Busby and Lame Deer on a 9 mile project.

Over 400 people were served dinner at the Knights of Columbus Hall Saturday evening. The hard working committee is to be complimented: Harold Dunbar, president; Bill Mankin, vice president; John Neudiek, secretary; and George Haider, treasurer.

Welcome to Peg L. Taylor, our new employee who was born in Cody, Wyoming, moved to Billings and attended schools here. She graduated from Central High School, and attended Eastern Montana College for two years, majoring in secretarial business. Her hobbies include skiing, horseback riding, and swimming. She is married to Bob Taylor who is employed at Garrett Freightlines as billing clerk. He graduated from Eastern Montana College with a business degree.

Gertrude Rykken, radio operator, is back to work after being hospitalized.

Mr. and Mrs. James Stoner are parents of a new child.

Doug Marshall married May 13, 1972, to Donna Brann.

Jasper Henry, watchman, retired after nine years of service.

Victor Bacon, machinist, retired. Vic will return to ranching after seventeen years of service with the Department. He is a Major in the USAF Reserve.

C. W. Klimper, supervisor-division construction section, attended the roads and streets and E.E.O. Seminar in Helena.

Lab personnel attended a seminar in Helena. Dan White, Harvey Peterson and Don Delmonica attended the meeting in April.

We wish lots of luck to the following employees who have resigned to accept other employment: Richard Schock, Craig LaRango, Stan Sundheim, Eugene Wasia, and Dave Schneider.

Public Enjoys Auditorium Use

The highway auditorium is used year-around by many and varied groups. These range from internal meetings arranged by our engineers as training sessions, other state agency public hearings, legislative caucuses, advertising unit movies, school groups, and convention headquarters.

On February 15 the Governor's Conference for County Commissioners conducted a day-long session on civil defense. Topics discussed included earthquakes and planning, flood plain planning, and federal disaster assistance. This was followed on February 16 by a meeting of the Montana Association of County Commissioners. The all-day meeting featured topics such as maintenance of secondary roads, a discussion with the Highway Sub-Committee of the Legislative Council, the Department of Highways and the local government committee of the Constitutional Convention.

Approximately 100 4-H students from around the state came to Helena, also in February, to observe the Constitutional Convention in action. The group arrived Feb. 23 and stayed through Feb. 27, making the highway auditorium their main place of convocation.

Lalonde Appointed Commissioner

Jay Lalonde, Sidney, was appointed to the Montana Highway Commission by Governor Forrest Anderson in May to succeed R. E. "Pete" Coffey, Wolf Point, who died in March.

The new commissioner was 1960-61 president of the Montana Contractors Association. He currently is chief executive officer of the Richland National Bank; vice president of Tenderloin Industries, a commercial feedlot operation; and president of Yellowstone Livestock Co., all in Sidney.

A native of Bainsville, Lalonde attended the University of Montana and in 1937 joined his father in contracting, agriculture and other businesses. He managed the family corporations until 1963.

Lalonde has been president of the Sidney Chamber of Commerce.

His term will end February 1, 1975.

The students met in the auditorium to listen to speakers and see a film on constitutional conventions. They then broke up into study groups before going over to the Capitol.

Speakers included K. Ross Toole and Dr. Ellis Waldron, both of Missoula.

The 4-H members have been coming to Helena biennially to observe the legislature in session, and this year were privileged to see a once-in-a-lifetime constitutional convention.

(continued from page 1)

that the State of Montana will have a required number of trainees on all Federally-aided heavy and highway construction projects.

Other seminars followed on May 12-13, June 15-16, and July 6. The June meeting was the occasion of the Western States Seminar, co-hosted with Idaho at West Yellowstone. Attending were Alexander D. Gaither, Director of Civil Rights, FHWA, Washington, D. C.; and officials from 12 western states. Delegates discussed the new contract compliance procedures, which are designed to bring uniformity to all compliance reviews on a nationwide basis.

HOW WELL DO YOU KNOW MONTANA?

Part II

51. Which is farthest north
 - a. Glasgow
 - b. Havre
 - c. Whitefish
52. The highest mountain pass over the Continental Divide
 - a. Pipestone
 - b. MacDonald
 - c. Marias
53. World's largest freshwater spring
 - a. Kalispell
 - b. Whitefish
 - c. Great Falls
54. Richey is near
 - a. Havre
 - b. Billings
 - c. Sidney
55. Bridger is in what part of Montana
 - a. Southern
 - b. Northeastern
 - c. Northwestern
56. The Crow Indian Reservation is near
 - a. Poplar
 - b. Miles City
 - c. Billings
57. Which is farthest south
 - a. Broadus
 - b. Red Lodge
 - c. Ekalaka
58. Georgetown Lake is nearest
 - a. Missoula
 - b. Anaconda
 - c. Dillon
59. Cooney Reservoir is nearest
 - a. Scobey
 - b. Absarokee
 - c. Browning
60. Jordan is in
 - a. Gallatin county
 - b. Carter county
 - c. Garfield county
61. Which is farthest north
 - a. Turner
 - b. Wolf Point
 - c. Glendive
62. A main industry around Darby
 - a. wheat
 - b. sugar beets
 - c. lumber
63. Lodge Grass is on
 - a. Crow Indian Reservation
 - b. Northern Cheyenne Indian Reservation
 - c. Rocky Boy Indian Reservation
64. Annual trout derby held in August at
 - a. Ennis
 - b. Big Timber
 - c. Livingston
65. Which is not in Sheridan county
 - a. Plentywood
 - b. Opheim
 - c. Westby
66. Which is not in Lincoln county
 - a. Yaak River
 - b. Kootenai River
 - c. Swan River
67. Wade Lake is in
 - a. Madison county
 - b. Gallatin county
 - c. Beaverhead county
68. Which is highest in elevation
 - a. Missoula
 - b. Lewistown
 - c. Hamilton
69. The Montana National Bison Range is at
 - a. Eureka
 - b. Moiese
 - c. Big Fork
70. The Flint Creek Mountain Range is near
 - a. West Glacier
 - b. Phillipsburg
 - c. Columbus
71. Roundup is nearest the town of
 - a. Lavina
 - b. Forsyth
 - c. Plevna
72. Which is not within the Flathead Indian Reservation
 - a. Ronan
 - b. Arlee
 - c. Noxon
73. Sweetgrass is nearest
 - a. British Columbia
 - b. Alberta
 - c. North Dakota
74. Lake Frances is near
 - a. Valier
 - b. Miles City
 - c. Whitefish
75. The Mission Mountains are in
 - a. Western Montana
 - b. Northeastern Montana
 - c. Southeastern Montana
76. Montana's second territorial capital
 - a. Helena
 - b. Anaconda
 - c. Virginia City
77. The Big Hole Battle involved what Indians
 - a. Nez Perce
 - b. Crow
 - c. Northern Cheyenne
78. The world's largest smokestack — 585 feet
 - a. Great Falls
 - b. East Helena
 - c. Anaconda
79. Which is not a ghost town
 - a. Elkhorn
 - b. Colstrip
 - c. Granite
80. Last Chance Gulch is in
 - a. Virginia City
 - b. Helena
 - c. Butte
81. What river flows through Missoula
 - a. Flathead
 - b. Clark Fork
 - c. Little Bitterroot
82. Famous White Cliffs are found on
 - a. Yellowstone River
 - b. Missouri River
 - c. Madison River
83. Which is farthest west
 - a. Deer Lodge
 - b. Anaconda
 - c. Dillon
84. The Tongue River is in
 - a. Southeastern Montana
 - b. Northeastern Montana
 - c. Southwestern Montana
85. The Shields River flows into the
 - a. Missouri River
 - b. Sun River
 - c. Yellowstone River
86. Which is not in Judith Basin county
 - a. Hobson
 - b. Geyser
 - c. Dutton
87. Which is farthest west
 - a. Plains
 - b. Frenchtown
 - c. Ronan
88. Fairview borders
 - a. Canada
 - b. South Dakota
 - c. North Dakota
89. Which is not in Yellowstone county
 - a. Columbus
 - b. Billings
 - c. Custer
90. Wild Horse Lake is in
 - a. Petroleum county
 - b. Custer county
 - c. Wibaux county
91. The Bear Paw Mountains are nearest
 - a. Shelby
 - b. Havre
 - c. Wolf Point
92. Which is the largest in population
 - a. Harlowton
 - b. Hamilton
 - c. Medicine Lake
93. The largest town in Fallon county
 - a. Glasgow
 - b. Plevna
 - c. Baker
94. Conrad is in
 - a. Pondera county
 - b. Musselshell county
 - c. Toole county
95. Miles City is known for
 - a. mining
 - b. lumber
 - c. cattle
96. The Daniels county Museum
 - a. Glasgow
 - b. Scobey
 - c. Plentywood
97. Medicine Rock State Park
 - a. Dillon
 - b. Livingston
 - c. Ekalaka
98. The Magic City
 - a. Butte
 - b. Missoula
 - c. Billings
99. Head of steamboat navigation on the Missouri
 - a. Great Falls
 - b. Fort Benton
 - c. Townsend
100. Flows into Yellowtail Dam
 - a. Bighorn River
 - b. Tongue River
 - c. Yellowstone River

Answers on page 5

Great Falls—

(continued from page 10)

(anyway hundreds of trees and shrubs so they say), so when you come upon this Palm Springs in the middle of the desert between Ulm and Great Falls right next to the Interstate, that belongs to Marlin.

Of course by now you know what a good bunch of bowlers we have. The North Side Steam Bath, consisting of Gary Franklin, Chuck Saksa, Joe Regge, Rick Fransen and Marlin Brackney took 3rd place honors in the mens team event and of course our big winner was Gary Franklin who placed first in all the events. We had many other winners, too numerous to brag about but they brought home the honors.

Local 1558 awarded pins to some very loyal members, Dale Moore for 25 years, Ed Maus, Larry Lesofski and George Davis with 20 years each, Rick Fransen with 19 years, Earl Heusel and Walt Smith with 17 years each, Gordy Booth with 16 years and Arley Wiseman, Jim Hein, Rodney Phillips, Harry Strong and Glen Anderson each with 15 years.